

INTELLOFAX 21

# INFORMATION REPORT

CD NO.

COUNTRY Rumania

**CONFIDENTIAL**

DATE DISK 12 Mar 51

SUBJECT The Port of Braila

NO. OF PAGES 1

PLACE  
ACQUIRED

NO. OF ENCLS.  
(LISTED BELOW)

DATE OF  
INFO.

SUPPLEMENT TO  
REPORT NO.

50X1-HUM

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1. It is not possible to give a definite statement as to the depth of water at Braila because the Danube River rises and falls owing to seasonal changes by as much as two or three meters. The bank of the river is reinforced by large stones which in turn are supported by a series of stakes driven into the bank three meters below. Beyond these are fixed mooring rafts which are linked to the top of the river bank by a hinged bridge. The angle of the bridge is determined by the height of the water in the Danube. It is never lower than five meters.
2. Under the lee of a steep slope and on the edge of the Danube lies the main shipyard. It occupies one kilometer of river frontage and is three 300 meters wide. Large lighters, tugboats and a number of special lighters, which are reported to be for the Russians, are built in this shipyard.
3. Two of the special lighters were completed by October 1950. They were about 500 to 600 tons and 70 to 80 meters in length. They have a very broad beam of 15 meters, with a very shallow draught of 120 centimeters. Several of them were obviously built as tankers, but others were built with a long-roofed superstructure made of corrugated iron. These lighters were observed at Budapest, Turmu Severin and Braila. A lighter was boarded in Budapest and found to be equipped as a repair shop.
4. The main shipyard undertakes repairs up to 1,500 tons and has a lifting capacity of 400 tons. If necessary, ships can be drawn ashore. A Russian floating dock in midstream has a lifting capacity of 400 to 500 tons.
5. Another shipyard was observed about three kilometers upstream from Braila on the Danube. It was a hangar-like building with a river frontage of 40 to 50 meters and 100 to 120 meters long in which eight trawlers could be built.
6. In the many branches of the Danube opposite Braila towards Macin, many ships were concealed during the war. In several places there is deep water alongside steep cliffs overhung with trees ideally suited for concealment. The Macin branch in particular can contain the smaller ships in large numbers.

CLASSIFICATION

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Document No. 5

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Class. Changed To: TS S7C

Auth: NR 70-2

Date: 190228

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